

Official and Classified ADVERTISEMENTS

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Stern trawlers pull in over £33,000

IT WAS a close race to top-ship position at Fleetwood last week with Boston Beverley (Skipper Hugh McMillan) just beating Govino.

Boston Beverley took advantage of a good market to make £23,030 from 1,153 kits, including more than 1,000 of cod. Govino landed later in the week with her 1,107 kits making £23,027. Both stern trawlers had been to Iceland grounds.

Other of the port's vessels

venturing to the grounds did not fare so well — mainly due to bad weather. The stern trawler *Ivana* (Skipper Tom Watson) landed only 783 kits which sold for £23,502, while Jacinto (Skipper Gordon Wignall) had 1,000 kits, which sold for £26,857. Both vessels had just over 500 kits of cod.

PEGGY III, probably the most successful inshore fishing vessel to work the east coast from Grimsby since the war, has been sold to interests outside fishing.

This is largely due to the new DoT safety regulations and the problems of finding suitable men to crew her on a regular and reliable basis.

Built 40 years ago by Alexander Aitken at Anstruther, the wooden 50-footer became subject to the DoT rules from October and skipper-owner Ted West, who was already in the process of taking steps to conform to the new legislation, was ordered to cease fishing on that date.

A verbal dispensation allowing her to continue for a further six months was made, but on top of the other problems facing Skipper West it was the last straw and he decided, reluctantly, to accept the first reasonable offer for the vessel which had provided his livelihood for the past 25 years.

Having completed a deal with Philip Ware, of Bungay, Suffolk, who is converting *Peggy III* into a holiday cruiser to be based on the west coast of Scotland, a saddened Ted West spoke to *Fishing News* about his predicament and made no bones about current Government policies which forced *Peggy III* into a state of no longer being viable.

"During this year I've taken more risks to earn more money than I ever have

before in my life, but in spite of average earnings of about £300 a day during the summer dogfishing I could not make her pay for a fishing vessel due to three principal factors.

"Namely the costs of complying with all the new DoT rules, the NDLE decision to 'black' inshore vessels which do more than 31 days at sea and the difficulties of finding men who want to remain in highly paid regular employment.

Elaborating, Skipper West said he was not completely at variance with the DoT safety regulations, only objecting to the high survey fees, the enforcement of metric draught numbers and the installation of watch-keeping receivers — "leave these three out and I go along with it."

He had been badly hit by the two-year-old RDL local decision compelling inshore at sea for more than seven tides to indent for lumper labour to unload the catch and this ruling had pushed up his fuel bills and taken him off good fishing too often.

He disclosed a constant problem of crewing and from 52 applications in the last month for a situation on *Peggy III*, he found it very difficult to find a single man prepared to remain regularly employed.

With a top-line of £200 per week last summer the job was not badly paid although Skipper West admitted there

were weeks when they were better off on the dole. "The trouble now is they get a couple of good weeks and you can't keep them and there's always the Social Security to fall back on when the money runs out."

The departure of *Peggy III*, initially for a refit in Suffolk, is a serious blow to Grimsby's dwindling inshore fleet.

Council plans 'come-back' for Macduff

EFFORTS are being made to revive Macduff Harbour, Banffshire, as a fish sales centre. Grampian Regional Council are keen to woo back boats lured away in recent years by higher prices at other markets, principally Peterhead.

The region's harbour consultant, William D. Hay, has already had discussions with skippers at Macduff and is planning to follow this up by seeking a meeting with fish buyers in Aberdeen.

Mr. Hay said: "The

skippers at Macduff have said that quite a number of them would land at their home port if they could get competitive prices.

"The skippers have indicated that they might be prepared to land regularly at Macduff for a trial period in the hope that additional buyers would attend."

Councillor A. J. Rennie, Pittmedden, chairman of the region's transportation and roads committee, said they were also anxious to encourage increased use of Buckie and Burchard harbours and in their case they were looking to the possibilities of expanding commercial traffic.

Mr. Hay continued: "A number of skippers have remained faithful to their home ports and if more buyers were to attend these markets then it is certain more boats would head there. The buyers would possibly attend if more boats were to patronise their home ports."

In the coming year it is proposed to take the pier on the hreekwat at Princes Royal basin to give greater protection to the fishing vessels.

Part of Shore Street Quay will be re-faced next year and provided new harbour offices can be obtained, the remaining section will also be re-faced. This will greatly improve quay space and give better facilities for the work of the fishery.

Top boat forced out of fishing



Above: skipper-owner Ted West of *Peggy III* (left), one of the few boats prepared to speak his mind about the problems of running an inshore boat at Grimsby. *Peggy III* has been sold to a Scottish owner who will convert her for pleasure cruising.

Hardly a month passes without another sale, usually outside fishing, and usually for the same reasons which have forced the sale of *Peggy III*.

Skipper West hopes to remain in fishing, but not on his own again, and is looking for a sponsor to put inshore fishing back onto a sensible basis at Grimsby.

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EXIT FROM ICELAND — IF TALKS FAIL

THE BRITISH deep-sea fleet fishing Iceland has now reached crisis point. Trawlers sailing after today will not be able to guarantee enough time on the grounds to make a paying catch before the present agreement on trawling inside Iceland's 200-mile limit expires on December 1.

More talks between the EEC, representing British trawlers, and Iceland are set for November 25 — just five days before the present deal runs out.

All the informal talks held on Friday last week between the two parties seem to have achieved the date for more talks and an understanding that British trawlers would make their exit from Iceland's 200-mile limit on December 1 if no agreement is hammered out.

The British Fishing Federation is leading a bid to push the EEC into achieving a fish-on deal before the expiry date, but a spokesman told *Fishing News*: "We're just not getting through to Brussels."

Earlier this week the BFF issued a statement outlining British trawlers' increasing anger and alarm at the 'procession of concessions' technique being adopted by the EEC Commission.

"The commission has not even reached the negotiating table yet, but has already paved the way to it with a series of press briefings and statements each of which has marked a further retreat from the one before," said Austen Lamb, BFF director-general.

Before embarking on what he termed "preliminary" talks last weekend the commission gave a press briefing at which it stated it did not feel it had much of a case. After the

talks in Reykjavik the commission's approach is described as "neither pessimistic nor optimistic," but added that he thought the EEC would be able to catch even less fish than its already depleted levels from the Icelandic region.

"If that isn't being pessimistic, I don't know what is," commented Mr. Lamb. "The trawlers and op-

parent defection of the commission's approach is deplorable."

What most concerns trawlers is the EEC's apparent indifference to the enormous problems it already creates in our deep-sea ports. Within the next two weeks, scores of ships and hundreds of fishermen will be out of work, says the BFF.

It went on to say the commission's attitude towards Iceland is increasingly baffling. A confidential report by the commissioners is thought to mention the only hope of getting "co-operation" from Iceland, yet strongly threatens "methods of retaliation" if the Community does not get fair treatment in American and Canadian waters, where its case is weaker and its interests less important.

Informed sources in Iceland optimistically stated the brief meetings last Friday were very cordial, but there are real fears that Iceland will not deviate from implementing fully her 200-mile

limit which Britain has agreed to.

This menace there could be no fourth cod war, with British trawlers fishing in defiance of Iceland. So, if there is no new agreement, around 60 UK distant water trawlers will have nowhere to go except the scrapyard.

There would be an acute shortage of fish and the thousands engaged in catching and shore processing in Grimsby, Hull and Fleetwood would be hit. Aberdeen would be hit less as only four local trawlers work off Iceland.

A new deal rests on reciprocal fishing rights as

Turn to page 16

Net drum refit for 'Carlisle'

GRIMSBY owners, Consolidated Fisheries, is to send another of its fleet mid-watering.

Carlisle, sister-ship to *Real Madrid* which is now fishing mackerel off the south-west, is at present under-going a refit at Grimsby and she is to be fitted with a net drum.

The 140 ft. *Carlisle*, which has not fished for about two months, is to have a similar net drum to her sister-ship. This specification has not yet been decided.

South-Western Mechanised Fishing of Devon will be delivering the drum within the next two months. *Real Madrid* is reported to be catching a lot of mackerel, but breaking gear.

Limit sticker

YOU CAN do your bit to nullify support for a 60-mile limit with the free car-sticker inside *Fishing News* this week. Produced by the British Fishing Federation, already 50,000 stickers have been sent out.

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If you want to know something about Caterpillar power, ask the men who rely on it for their livelihood, and at times, even their very lives. Ask a man like Jim Slater, skipper of the fishing trawler 'Aquila'. Jim Slater's trawler is powered by a CAT D398 TA which develops 850 h.p. at 1225 r.p.m., and there's power to spare there! It's typical of the range of Caterpillar Diesel Engines which Caledonian have been selling in Scotland these past 25 years.

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'The Prophet' retires



PROPHET Smith, the last member of the original Highlands and Islands Development Board, who retired recently, is seen (above right) being presented with farewell gifts. Mr. Smith, who joined in 1965, was responsible for land, transport and fisheries. The gifts of Calveus Glaswegian were presented by HDS chairman Professor Kenneth Alexander who paid tribute to Mr. Smith and the qualities of continuity, enthusiasm, tenacity and wisdom he had brought to the board. "I don't know if Mr. Smith is indispensable," he said, "but the Scottish Office have not yet found someone to replace him."

Top hake catch of the week was landed by Mount Melleray (Skipper Dick Farrar). She had 40 kits of the variety in her total of 273, which also included 80 of cod, 90 of haddock, 15 of roker and 40 of dog, for a grossing of £6,120.

Landed

But the top grossing in the auction went to *Royalist* which landed on the same day. Skipper Jack Pickers brought the vessel in with 258 kits, including 46 of cod, 30 of plaice, 80 of haddock, 35 of roker and 10 of dog, which sold for £7,285.

Landings by inshore vessels were good when the weather allowed them to work. But it is unfortunate that with cod now commanding such a big price this fish does not figure largely in catches by these vessels.

HULL'S HISTORY OF THE EAST COAST

THE SECOND phase of Hull's Town Docks Museum was opened on Wednesday this week by Sir Leo Schultz OBE.

The new displays which lay open the total ground floor are devoted to the history of east coast fishing and trawling.

The displays begin with the Silver Cod Trophy which was awarded until 1988 to the skipper bringing back the best catch of the season. After this there are six sections showing the development of fishing techniques and equipment.

The first section deals with fish and inshore fishing, then there are sections devoted to sea trawling, steam trawling,

fishermen at work, modern trawling, and finally, modern fish-finding.

The displays have been designed by Robin Wade Design Associates in conjunction with the Hull Museum staff whose members, led by senior keeper, Edward Paget-Tomlinson, have written the story line and refurbished most of the models which were formerly in the Pickering Park Museum.

Along with the detailed models of maritime engineering, the human element has its place. A life-size fisherman, in orange oilskins, is shown at work gutting fish, and there are many photographs and some paintings of ships and seasoned sailors of the past.

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Milford now a mackerel base 'ORSINO' LANDS 520-TONS

MILFORD HAVEN looks like playing an important role in the south-west winter mackerel fishery — as a landing base for Hull freezers.

Last weekend the Hull stern trawler *Orsino* docked at the port with a catch of 520 tons of mackerel.

This move followed the successful handling of Hull

freezers during the summer when they landed fish from northern grounds.

Following talks between Milford Docks Co. officials and at least three Hull companies, it is expected that more vessels will land mackerel at the port.

If *Orsino's* owners are satisfied with the landing, the vessel is expected to stay on the south-west grounds until next March, using Milford

every two or three weeks.

Docks company manager, Roy Evans, said that two other companies had indicated that they would land mackerel at the port.

He added: "It seems as if Milford Haven could become a major mackerel port."

There is an added advantage for large stern trawlers using Milford as it has dry-docking and engineering facilities for larger trawlers.

'GALLIC ROSE' RETURNS

THE Scots purse seiner *Gallie Rose* arrived at Cornwall on Sunday and landed 80-tons of pilchards and mackerel.

Gallie Rose was brought down by Skipper Andrew Watson and his crew from Buckle, on the north east coast of Scotland.

She arrived off Lands End in the early hours of Sunday morning and took her first catch of the season before putting into

the harbour at Penzance.

With Klemet Fisheries of Newlyn acting as agents — as it did last winter — the mixed fish went by road to Hull for fish meal.

It was the 98 ft. *Gallie Rose* which last January

landed a local record of 115-tons of mackerel at Penzance on her maiden trip.

She is planning to fish in the south-west from Penzance and her sister-ship, *Gallie May*, could be joining her shortly.

Trawlers move in

WITH ABOUT 100 tons of mackerel being landed on Thursday last week by three boats, Penzance has begun a new life as a trawling port.

Two of these landings were from local boats. There was a catch of about 80 tons of the mid-water trawl of *Efficient*, a total of 1,000 tons from the *Renovelle* — both from Newlyn — and 25-tons from *Mohave* of Grimsby.

Watching landings from the quayside was Derek Brown, skipper of the Grimsby sister-ship *Shawnee*, which could be coming to Cornwall soon.

He travelled to Penzance to assess the situation. Both he and *Mohave's* skipper, Colin Spall, are former deep-water fishermen who worked

Icelandic grounds.

"As far as Grimsby is concerned these are the boats for the future, so all the deep-sea men are changing over," he remarked. "I can see us enjoying our stay here: it is a nice quiet place."

Also watching the opera-

tion was a Danish businessman interested in mackerel for the consumer market. A fish pump capable of landing 50-tons of fish on hour filled a truck in about 20 minutes.

The mackerel was taken to the Hull fish meal plant.

'Fighting' risk

THE CORNISH line-boat mackerel fleet may not survive this winter. By Christmas boats could be tied up, the men living on social security.

This is the way it looks to the inshoremen themselves — and they may not go down without a fight.

Mackerel catches are very poor close inshore, but further out mid-water trawlers and pursers working round the clock are taking heavy catches.

The resentment of the inshoremen, they say, is not envy of their more successful rivals. They accuse the operators of large trawlers of harassing the fish and dispersing shoals, also of

Maggie Marie

THERE is no danger of the seacocks being starved on *Maggie Marie*, the GM 32 boat reviewed in *Fishing News* last week.

The engine cooling seacock is, in fact, mounted just forward of amidships close to the engine, not well forward as stated.

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Ross Ramillies makes £50,613 after 22 days

ROSS RAMILLIES, Grimsby, held a record for the port of just a few days late in August, picked up the number one trip last week. Skipper David Scott, the 673-tonner made £50,613 from 1,806 kits, largely cod and codling, after 22 days to Iceland.

In a week dominated by distant water landings, Ross Ramillies narrowly topped an early £48,937 grossing by *BUVE's Northern Gift* (Skipper David Pulfray) from 1,664 kits, also mostly codlings, after a 21-day Icelandic trip.

Coming in the week EEC negotiators tentatively opened talks in Reykjavik on the delicate subject of continued British access to Icelandic grounds, the distant waters could not have expressed their vital role in the economy of the Grimsby fishing industry more forcefully.

Again the biggest disappointment was the slack hitting with most vessels pressed to break four figures in kits on both Icelandic and White Sea ground, but the markets were very sharp and only Boston's beleaguered *Valeus* (Skipper Ray Evans), back with mechanical troubles, failed to top £27,000, having to settle for a modest £15,892 from 639 kits after a 17-day trip.

Once again Grimsby opened her markets to three Icelanders, *Ran*, *Gudsteinn* and *Solberg*.

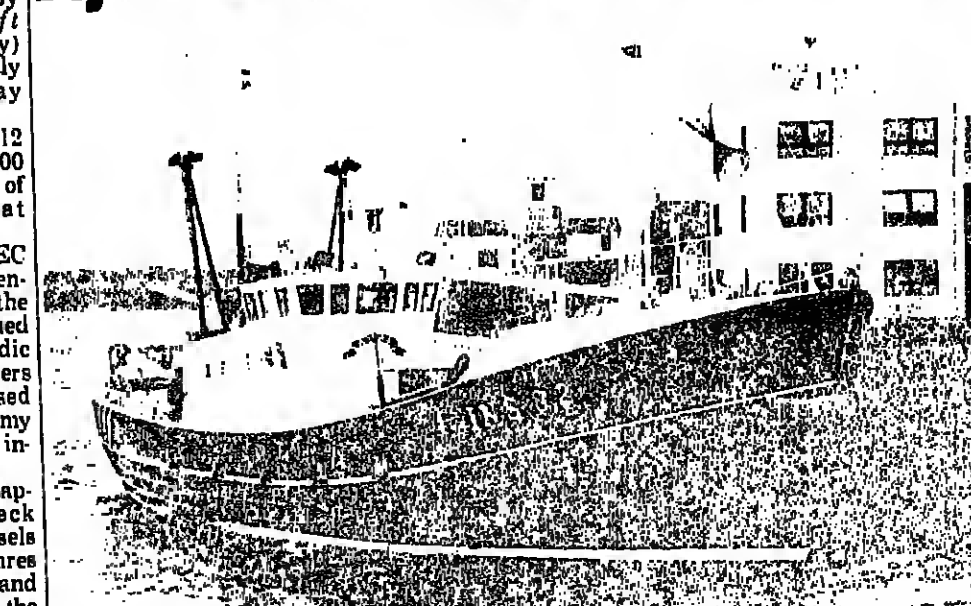
Best grossings here came from *Gudsteinn*, a sister ship to *Ogri* the record earner from the week before, but she had to settle for £42,757 from 1,266 kits from a nicely mixed catch of mainly cod, haddock, plaice and colley.

Middle/sea water trawler

landings were well down on 5,880 kits from ten local vessels. Biggest catch came from *BUVE's Ross Genet* (Skipper Bill Selt) with 867 kits after a 14-day Western trip, but she made only £13,601 with over half the catch finding its way to the meal factory due to a surplus of dogfish.

Biggest grossing, however, came from Taylor's *Ogona*, £17,843.

Ajax smashes seine net record



The Scottish sloop *Ajax* landed 1,020 kits at Paitahed to hold the earnings record post the £18,000 mark.

A NEW Scottish seine net record for a single-trip has been set at Peterhead by Skipper Willie Campbell and his crew of the *Loxamouth* vessel *Ajor*. Her landing of 1,020 boxes of white fish grossed £18,029.

It was only a week previously that Skipper Willie More of Burghhead and his crew in *Defiance* snatched the record from Skipper Dave Smith of the Kirkealdy-registered *Argonaut IV*. That record grossing of £14,172

came from 763 boxes during a five-day trip.

Skipper Campbell and his crew had a seven-day trip in making their record haul. Both *Defiance* and *Ajor* were built by the Campbelltown Shipyard.

£84 for first box

THE RECORD price of £84 was paid for the first box of haddock from the maiden catch of the new Aberdeen boat *Helena* at her home port on Tuesday.

Skipper William Melcolm of Stonehaven completed an eight-day trip and the Lewis-built boat landed 545cwt, which grossed £7,725.

The money raised from the first box will go towards the Aberdeen lifeboat fund.

Fred Freeland, of Allan & Day Ltd., received the traditional new hat. The salesman was Alan Mitchell of the Don Fishing Co.

JOHN HEPWORTH

JOHN (Jack) Hepworth, managing director of J. R. Hepworth & Co. (Hull) Ltd., and one of the co-founders of the Paull Shipbuilding and Repairing yard on North Humberdale, has died aged 71.

He began business on his own as a ship repairer at Hull's Queen's Dock after completing his apprenticeship as a plater. Then, 43 years ago, Boston Deep Sea

along with his father and

Boat grants to carry on

WHITE Fish Authority and Herring Industry Board grants and loans for buying and improving fishing vessels, and processing plants, continue for a further year. The cash was guaranteed up to December 31, 1976, and the new Orders laid before Parliament will continue them for a further year.

Laid-up ships may go to Monrovia

TALKS were going on at Fleetwood last week which could mean two of the port's vessels sailing to Liberia, West Africa, and working out of Monrovia.

The vessels are *Boston Marauder* and *Boston Attocker*, both owned by Boston Deep Sea Fisheries Ltd. They have been laid up for some time having been hit by the

rise in fuel prices and the Oso agreement. The men behind the plan to take them to Liberia is Lebanese businessman Dib Kassebli who operates a fishing company in Monrovia.

Acting as negotiator for him is chartered engineer Colin Hughes of Liverpool. Mr. Hughes said that Mr. Kassebli has asked for his help in buying two new ships for his fleet.

As a Lancelot he had immediately thought of Fleetwood.

Mr. Hughes said: "The deal is very near completion. The two ships are in excellent condition — they will outstrip anything in that part of Africa."

He added: "The ships will operate out of Monrovia. They will be fitted with fish refrigeration gear and air conditioning."

"The men who go on the trip will be on a minimum of a six-month contract. They will be well looked after. They will receive a lump sum payment in American dollars and will be in line for bonus payments."

No auction

He said the fish that was landed would not go up for auction. "It goes direct to a fish processing factory. The value of the catch is assessed by particular prices being put on particular varieties."

"There is no limit to what the men earn. It is up to them." He said that after six months if the men wanted to return they would get their air ticket. But he added: "If they were happy with the job — and I have been there and can't see why they wouldn't be — a further contract will be offered to them on renegotiated terms."

Boston Marauder was built in 1958 as *Captain Hardy* for the Lago Steam Trawler Co. and *Boston Attocker* was built the year after as *Captain Fremont*. The joined *Baton* when the Lago firm was taken over.

CUT-PRICE HULL OFFER BY TREEVE

A 25 FT. GRP hull complete with frames for £1,200 is the tempting introductory offer now being made by Treeve Marine of Hayle, Cornwall.

The hull, which was to have been produced of the Parthleven Shipyard, has been taken over by Treeve in association with Dennis Swire, formerly of the Parthleven yard. The first hull came out of the mould earlier this month.

It's only the first half-dozen Treeve-Parthleven 25 hulls which will sell for £1,200, the full price is £1,350. Main dimensions are: beam, 8ft. 9in., depth, 4ft. and draft, 2ft. 6in.

A drawing of the hull, complete with net hauler and inboard sail, was displayed at the West Country Boat Show at Plymouth during August.

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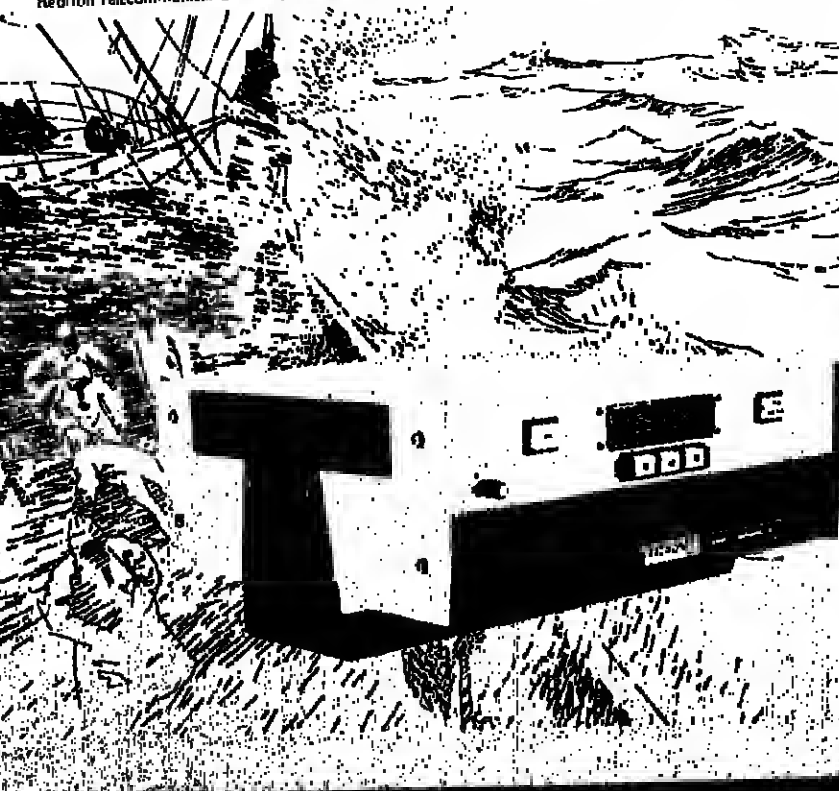
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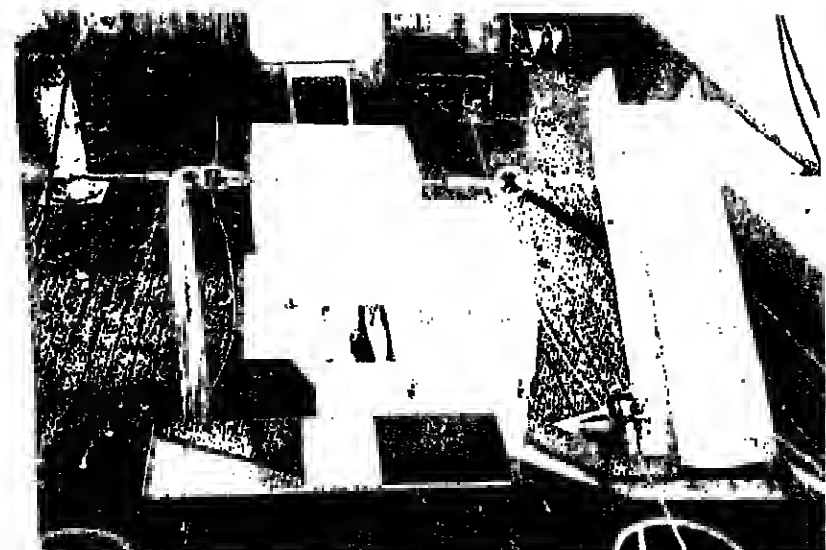
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ABERDEEN'S 'BIPOCKET' TRAWLER



Above: Glen Clova's Shetland gutting machine and the conveyor which connects with the Cosalt fish washing machine (seen hinged back behind the fishroom hatch).



Above: Glen Clova's Humber St. Andrews hydraulic towing block. Below: a corner of her wheelhouse showing one of the Furuno echo sounders (left) and the Furuno FRS 48 radar.



LATEST pocket trawler to join the Aberdeen fleet is the 90ft. *Glen Clova* built by Cubow Ltd. of London for J. Marr (Aberdeen).

She is fishing under Skipper Kenneth Welker and landed her maiden catch last month.

Although similar in general layout to other pocket trawlers in the Aberdeen fleet, she has a number of significant differences.

With an overall length of 89ft. 9 in. and moulded beam of 23ft. 6 in., she is larger than the other local 'pocket' vessels. Her fishroom capacity is larger at 5,500 cu. ft. and she is also more powerful.

Glen Clova is the first Aberdeen pocket trawler to come from an English builder in recent years.

She is a very sturdy looking craft with a transom stern, well flared bow and soft nose stem. She has quite a deep draught.

An unusual feature for a pocket trawler is that her lines below the waterline, forward, are formed into a bulbous bow. With a registered length of 79ft. 11 in., she has a moulded depth of 13ft. and is classified at Lloyd's as +100 A1 Trawler.

Propulsion is provided by a B. & W. Alpha 407 26 VO seven-cylinder, two-stroke cycle, turbo-charged and fresh water cooled diesel engine which has a continuous service rating of 700

bhp when turning at 400 rpm. It has a maximum continuous rating of 770 bhp at 413 rpm and is capable of sustaining an overload of 840 bhp for half-an-hour.

The engine is coupled to a three-bladed controllable pitch propeller which has nickel aluminium bronze blades. The entire propulsion package, including propeller, shafting and controls, are of Alpha supply.

A 35kW 415V, three-phase, 50 Hz, Stamford a.c. alternator is belt-driven from a power take-off shaft at the fore-end of the engine. Also driven from the engine is a bilge and general service pump by Alpha.

Pelican Engineering Co. (Sales) Ltd. of Leeds assembled and supplied the two auxiliary sets which are based on Gardner 8LX six-cylinder and fresh water cooled diesel engines.

The starboard unit is started by hand and develops 102 bhp at 1,280 rpm. It provides power for a 35kW 415V, three phase, 50 Hz, Stamford a.c. alternator, a Hamworthy air compressor, and a Gilbert Gilkes and Gordon bilge and general service pump.

Supplied with electric starting from its own battery, the port engine develops 119 bhp at 1,400 rpm and drives the Hydraulic Brattvaag low-pressure hydraulic winch pump through a gearbox which is clutched to the engine. Operation is by a

hand lever in the engine room or through a hydraulic control in the wheelhouse.

Electrically-driven equipment fitted in the engine room includes a Hamworthy air compressor, Mono domestic fresh water and sea water pressure sets, a Maeg Milano standby lube oil pump for the Alpha engine-gearbox, plus a Gilbert Gilkes and Gordon 'J' type fuel transfer pump.

The electrical system works at 414V, three-phase, 50 Hz and is fed by the 35kW alternator on the main and auxiliary engines. Standby lighting is provided at 24V d.c. from batteries which are charged from a CAV alternator driven from one of the auxiliary engines. L.E.C. Marine supplied the dashboard-type main switchboard.

A total of 7,000 gallons of fuel oil are carried in tanks port and starboard in the engine room, also in tanks fitted port, starboard and centre below the fishroom.

The daily service fuel tank holds 190 gallons. Permanent fresh water ballast is carried in the stern, while the domestic fresh water tank is fitted forward.

Layout of the deck has been arranged for starboard side trawling only. Fitted athwartships, immediately forward of the deckhouse, is the Hydraulic Brattvaag type MA8 hydraulic trawl winch. It has two main drums, each with a capacity for 780 fathoms of 2 1/2 in. warp. Clutch, brake and

hand lever in the engine room or through a hydraulic control in the wheelhouse.

Electrically-driven equipment fitted in the engine room includes a Hamworthy air compressor, Mono domestic fresh water and sea water pressure sets, a Maeg Milano standby lube oil pump for the Alpha engine-gearbox, plus a Gilbert Gilkes and Gordon 'J' type fuel transfer pump.

The electrical system works at 414V, three-phase, 50 Hz and is fed by the 35kW alternator on the main and auxiliary engines. Standby lighting is provided at 24V d.c. from batteries which are charged from a CAV alternator driven from one of the auxiliary engines. L.E.C. Marine supplied the dashboard-type main switchboard.

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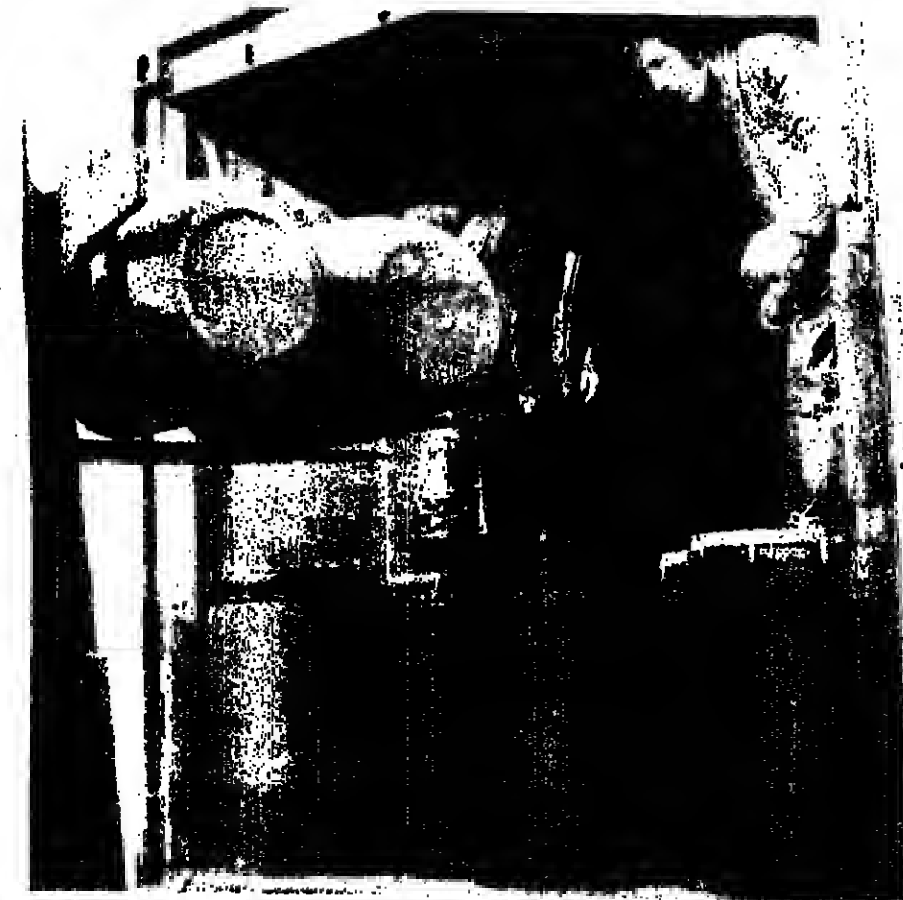
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IRELAND'S BIGGEST FISH EXPORTERS BANG THE DRUM FOR BOWATER MAUSER.



Loading Bowater Mauser Barrels of Irish Herring for Export.

The biggest fish exporters in Ireland have now standardised on Bowater Mauser open-top plastic barrels for curing and distributing their herring.

Like anyone in the business worth their salt, they took a long hard look at the facts before making this important final choice. And the facts about Bowater Mauser make impressive reading. **The first drum.** Bowater Mauser are the first plastic barrels in the Irish market to achieve a big proven record of success.

The tough drum. Thousands of Bowater Mauser drums are now making their third round-trip to the Continental markets. During the last fishing season, some travelled as far as America and Russia.

The easy drum. All the sales talk in the world means nothing next to the opinion of the men who actually pack and unpack the fish, the men who handle the full barrels. Their verdict? Bowater Mauser has the best shape for getting the job done fast and easily.

The quality drum. More and more people in the industry who deal in high quality fish are now turning to Bowater Mauser - the high quality barrel. Just as important for the future, highly critical herring mackerel consuming countries like Germany, Holland, Belgium and France have all taken to Bowater Mauser in a big way too.

We can deliver Bowater Mauser drums in full and half barrel sizes at short notice.

Our Disley telex no. is 667583.

Bowater MAUSER

Your best drum is the blue one.

Bowater Packaging, Drum Division, Disley, Nr. Stockport, Cheshire SK12 2EW. Telephone: Disley (06632) 2715.

Browse's offshore 'Crusader'

56 FT. long, 18 ft. beam, 7 ft. 6 in. draft, the *Crusader* is the biggest of the Browse's offshore crabber fleet. She is the first new vessel delivered with a hull pot hauler.

She is also one of the largest wooden boats constructed to D.O.T. safety standards. This has meant that she has a considerable amount of weight in the vessel.

She has done this well and the engine compartment forms a strong sub-frame.

The forward and of the engine belt drives from a layshaft the Hamworthy hydraulic pump via a clutch, the 14 in. Gilmac bilge and deck wash pump with integral clutch and a 90 amp alternator. This latter is in addition to the normal 70 amp engine driven alternator.

Four similar GRP-coated steel fuel tanks are positioned two on each side of the engine and these hold a total of 1,600 gallons. In the port forward corner of the engine compartment is a Blakee toilet housed in a separate compartment.

On the aft bulkhead of the engine compartment are mounted the electric-hydraulic pump for the steering gear and the oil-fired heater for the wheelhouse and accommodation.

The fish hold forward houses the reservoir for the hydraulic system. This powers the Celtic Slava pot hauler mounted to starboard, forward.

This is a special version of the recently-introduced Celtic hauler and is designed for a hauling speed of 800 fpm. The unit runs at constant speed under control of the crew.

A Gardner 8L3B diesel produces 230 hp and drives through a Twin Disc gearbox, type MG514, with a 3:1 reduction. The engine, gearbox and shaft bearings are all mounted on the same steel sub-frame.

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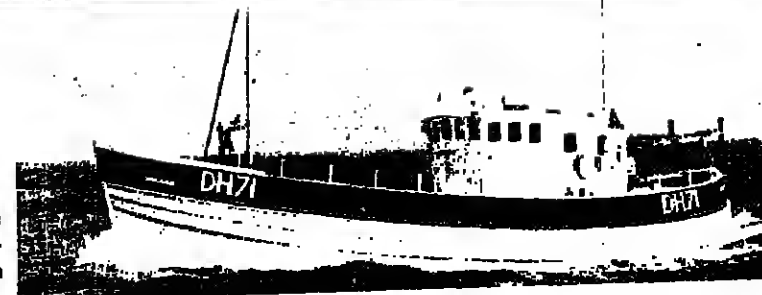
This is a special version of the recently-introduced Celtic hauler and is designed for a hauling speed of 800 fpm. The unit runs at constant speed under control of the crew.

An arm extendible over the side by means of a rack and pinion system, supports the hauling block. This is supported at its inboard end by the foremast which has tubular stays.

Apart from the fish hold hatch, the foredeck is clear. The mizzen mast supports a fixed boom to which the mizzen sail is attached.

The wheelhouse contains a comprehensive array of electronics including a Decca 110 radar, Decca Mk. 21 Navigator and a Simrad EY sounder. The radio installations comprise a 'Sailor' Turn to page ten

Below and right: two views of the Browse's offshore crabber *Crusader*. The 56-footer has an 18 ft. beam and 7 ft. 6 in. draft.



ALMOST every form of transport except boats and ships relies on standard forms of vehicles.

The advantages are many: production costs are reduced; much more time and effort is spent in getting the vehicle right; and, above all, the prototypes are thoroughly tested and checked so that the safety of the production models can be guaranteed.

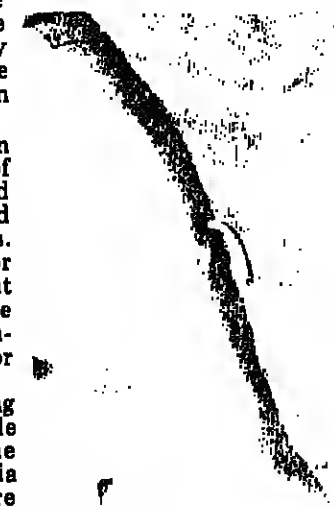
We see this particularly in aircraft where a certificate of airworthiness has to be issued before the plane can be used for commercial operations. Cars are similarly tested for safety and to make sure that faults will not occur once the car is in use. Why, then, can't such a system be used for fishing boats?

A few firms are building standard fishing boat hulls particularly, of course, the GRP builders. From this point on, most boats are finished to the customers' requirements so that each boat has to be tested separately, with the result that there is very little testing carried out.

Most fishermen accept their boats from the builders after only a couple of hours trial run. This is all the WFA insists on. And the DoT safety rules call for an inspection of the boat and a stability test — not even a run at sea to assess how the boat behaves.

I am not suggesting that more serious testing of individual boats should be

safety at sea



A hook in the arm is the sort of fishing casualty covered by First Aid for Yachtsmen.

carried out. This is up to the owner to do if he wants to do so, but most don't because it increases cost. Most owners are happy to accept their craft once they are in service and gradually adapt them to their own requirements. Safety, hopefully, comes with experience.

What I am suggesting is the development of standard designs of fishing boats which

can be thoroughly tested and evaluated before they go into service.

The prototype of each standard design can become a floating test bed and be put through a series of severe tests, both in harbour and at sea, so that by the time it goes into production it is a thoroughly tested boat.

Many fishermen will throw up their hands in horror at this suggestion. Most consider that their own particular type of fishing and the local conditions demand a particular type of boat.

This would have been true many years ago, but modern fishing boat designs have made boats suitable for a variety of conditions.

Look at the Cygnus Marine GRP boats for instance. Their standard 32-footer has been sold for use in many parts of the British Isles and in several foreign countries.

Standard boats such as these already exist, but their engines and layout varies from boat to boat, so in effect each boat is still individual. If the thorough testing I suggest is going to be of benefit, then the boats will have to be standardised down to their engines and systems as this is where many of the faults will have to be ironed out.

Obviously, any standard design must be flexible to a degree, particularly in matters such as deck layout, but this shouldn't be difficult to accommodate.

A dozen or so standard designs should meet most

requirements for boats up to 100ft. long. Above this size a lot more is known about the behaviour of craft at sea.

The problem is: who is going to develop these standard designs? This is where the DoT could show a much more positive approach to safety.

If it sponsored the development of standard fishing boats and carried out the testing programme, not only would fishing boats be safer, and probably cheaper, but the testing programme could throw up a lot of useful information about the behaviour of small craft at sea. This information is sadly lacking at present.

Advance

An approach such as this would be much more likely to produce long-term improvements than the present complacent attitude of the DoT.

Its deputy chief surveyor recently stated in a paper which he presented to the Royal Institute of Naval Architects that he considered the new safety rules to be 'a tremendous advance in fishing boat safety'.

Quite how this conclusion was reached when only a very limited number of fishing boats have been surveyed, and the vast majority have passed the survey, is difficult to see.

Perhaps in two or three years' time it may be possible to see a reduction in casualties from the statistics. This could be due to the introduction of the safety rules, but it could equally be because the economic climate affecting the fishing industry has weeded out many of the older and potentially more dangerous craft.

With the industry in its present state of flux, it's going to be hard to draw any worthwhile conclusions from the casualty figures even assuming that they went into sufficient detail.

No, I don't think the rules are a tremendous advance in safety. And on another point, the DoT said that it was going to back up the rules with research into some of the problems which they had thrown up. It would be interesting to know just what research is being done.

Accidents

Progress reports would be very welcome and should certainly be of interest to the industry. It's two years now since the rules were announced; surely some progress must have been made in the research projects.

On a very different subject, although very much connected with accidents at sea, is a new book just published by Adler Coles Ltd. It's called *First Aid for Yachtsmen*, but don't let that put you off because it is written by a doctor with a lot of practical experience.

Robert Howarth goes to see on Bermuda lifeboat and extends to many of the troubles afflicting Bermuda fishermen. He knows what it's like to be at sea with an injured or sick man and his book reflects this.

The book is couched in simple terms and tells you not only the immediate treatment but also the aftercare. Also whether the patient should be landed or not.

It goes on to tell you how to get help and advice when you are at sea and so can be thoroughly recommended to all those who have to face the prospect of being at sea with an injured crewman.

This is what I mean by a practical approach to safety at sea.

Product News

GURDY UP-DATED

SPENCER-CARTER, the hydraulics engineers and mechanical fishing gear manufacturers, has now updated its hydraulic meckarel gurdy.

The gurdy is available with a smaller capacity hydraulic motor and this enables it to be used on lower capacity pumps, yet maintain a good hauling speed.

The most common problem with hydraulic gurdy installations is that fishermen require very low revs on the main engine to maintain operation over a shoal, with the result that the engine-driven pump cannot deliver enough fluid to operate the gurdy efficiently.

One way round this was to gear up the pump with the aid of different sized pulleys, but this presents another problem. When the vessel is steaming, the pump is turning far beyond its designed speed, usually 3,000 rpm.

Spencer-Carter developed a clutch pump incorporating a precision-made oil bath clutch, which has proved very successful. Like all well engineered pieces of equipment, however, it is rather expensive.

I am now using a Spencer-Carter gurdy on approval, and, having only a low capacity pump, the firm supplied the smaller capacity motor.

When working head to wind with the main engine at 500 rpm pulley ratio 1:1, the gurdy performed well. A very smooth dog clutch engages the drive, the gurdy wheel being merely pushed sideways to engage. The gurdy wheel is mounted on a roller race (something which would improve the standard hand gurdy) and turns very freely.

An automatic stop lever is fitted as standard, but the line guide eye is rather big, needing a very large swivel or bead on the trace to operate it, with the result that it will not go through the stripper. This is to be rectified shortly. The control valve is very positive, enabling the

operator to power fit through the stripper and halt instantly if a foulhook or tangled fish is spotted.

Spencer-Carter supply easily-fitted self-seal connectors: the female connectors are fitted to your own control valve and the gurdy fits with male connectors as snapped in.

When, for instance, you require the capstan to load, male connectors which have been fitted to capstan pipes are clipped to the control valve.

It has been found that when fishing a few feet below the boat, it is quicker to use the gurdy manually. But the hydraulics really come into their own with deeper fish.

Frequently, half stings of large fish are found deep at 20-30 fathoms. Hauling up quickly tries the manual operator, but hydraulic leave the operator fresh.

One criticism of hydraulic gurdies is that the lines necessary in a season fishing could not be used but, with care, breaking strain main lines can be fished. Traces can be lengthened with outrigger boulders enabling two men to work as many hooks as their manually-operated line. Much heavier weights have to be used to drive the line traces through the shoal, which is very tiring manually. At £280 the gurdy is not cheap, but gives steady fishing it can soon repay its cost.

Mervyn Melbale

FASTER BRAZING

A NEW gas-fluxing unit which produces stronger brazing and bronze welding at a saving of up to 30 per cent in labour costs has been introduced by CTG Desenvolvimento Ltd. of Parndown Industrial Estate, Wimborne, Dorset.

The unit, which introduces the gas flux in the acetylene pipeline between the cylinder and the torch, is a small device mounted in just five minutes on a conventional cylinder trolley.

Priced at £76, each unit is supplied with one gallon of liquid flux lasting 200 hours. When the flux requires replenishing, the saving in time alone will have outweighed the original purchase cost, it is claimed.

The principal of the fluxer allows the flux to be fed direct to the workplace with the flame. Being in gaseous form, all parts are perfectly fluxed before the following filler rod is applied, thus producing the best joint. It eliminates the need for the time-consuming and repetitive action of constant powder transfer to the filler rod.

The elimination of powder flux enables up-hill and overhead brazing to be achieved, minimising the



Brazing unit, shown in use, produces stronger joints and saves labour.

November 19, 1976

November 19, 1976

THE White Fish Authority has revamped its fishermen's training courses and six are to be introduced during the next few months.

They are: Care and Maintenance in the Engine Room; Hydraulic for Fishermen; Pelagic Fishing; Fishing Gear Technology for Fishermen; Fish Handling and Preservation at Sea; and Marine Science for Fishermen.

The government-financed Training Services Agency is helping the WFA with funds to develop the courses which are free to bona fide members of the UK fishing industry. Overseas students can take them on a fee-paying basis, or special courses can be arranged for them.

The practical courses will be short (from 2½ to 5 days) and lean heavily on demonstration and involvement.

The WFA is a research and development organisation concerned with the introduction of new equipment and techniques and so the courses will be kept up-to-date. Also, as the instructors all go to sea on commercial vessels, they have a wide knowledge and experience of commercial fishing as well as R & D work.

The use of the WFA's mobile training unit will enable training in engine maintenance and hydraulics to be held away from Hull. Ports to be visited in coming months include Lowestoft, North Shields, Eyemouth, Peterhead, Bunkie and Grimsby.

For the other courses, however, the WFA's flume tank — or other special facilities — are required. So

SIX TRAINING COURSES—and they're free

these will be held at the WFA fisheries training centre at Hull.

The course in pelagic fishing will be run in conjunction with the Hull College of Higher Education Faculty of Maritime and Engineering Studies, and will make use of its navigation and fishing simulator.

Care and Maintenance in the Engine Room

Designed in response to requests from inshoremen whose vessels do not carry a qualified engineer, this course is aimed to help them prevent, or diagnose and rectify, simple faults which comprise most breakdowns.

The course will start with an explanation of how diesel engines work, compare the different types, and outline the maintenance which can be done at sea and in harbour. Instructors, lubrication systems, cooling systems, etc., will be covered.

The course will go on to deal with electrical systems, including generators, motors, starters, batteries and cathodic protection. Safety precautions in the use of electricity will be stressed. The training will finish with refrigeration systems, remote controls, air pressure systems, bilge and sea-water circulation, and cookers and space heaters.

The course runs for 2½ days and participants will normally be expected to attend the

related course in hydraulics, so making up a five-day week. The first course will be held at North Shields from January 10 to 14, 1977.

Hydraulics for Fishermen

Recent years have seen a rapid increase in the use of hydraulic equipment on inshore vessels. This has created a wide demand for instruction in the care and maintenance of hydraulic systems and components which this 2½ day course has been designed to meet.

It will start with lectures on the application of hydraulics in fishing and the basic theory of hydraulics. It will then go on to discuss the different types of valves, pumps, motors and other components.

General maintenance of hydraulic systems will be covered, with emphasis being given to the importance of cleanliness and filtration.

Two of the most common winch drive systems on British inshore vessels (Dowty/Mastro and Norwinch) will be described in detail. Hydraulic controls will be simply explained, and the setting-up and maintenance of Morse controls will be covered.

The course will end with lectures on the selection of drive components, in which advice will be given on commissioning new systems.

Designed as a natural follow-on from the one on

engines maintenance, participants will normally be expected to attend both courses. First course will be held at North Shields from January 10-14, 1977.

Pelagic Fishing

The course will start with lectures on the use of vertical echo sounders, net sounders and sonar in pelagic fishing. Operation of these instruments on the simulator will then follow, and course members will practice interpreting the various displays.

From the 'bridge' the students will move to the W.S.A.'s flume tank where demonstrations of model pelagic trawls will be given; they will experiment with different rigging arrangements. Then it will be back to the simulator where they will 'shoot' a pelagic trawl to a specified depth, manoeuvre the net on to a

Irish inshoreman on a recent WFA course in acoustic fish detection. The latest courses cover a wide range of subjects.

fish. The course will then go on to discuss freezing at sea, with demonstrations of freezing species including cod, herring, mackerel and blue whiting. The course will finish with discussions and demonstrations of fish processing machinery, in-

structors or the participants own ideas. Keenly awaited by the inshoremen, this course is going to be every bit as popular as the deep-sea gear course. Although primarily aimed at fishermen, it should also be of interest to marine superintendents, loft foremen and others concerned with modern inshore trawl gear.

shoal of fish, work close to the bottom, along an edge, etc., and perform other tactical exercises.

The first pelagic gear course will be held at Hull from January 31 to February 4, 1977. It will be particularly suitable for skippers who have previously had little experience of pelagic fishing, or those who require a refresher course.

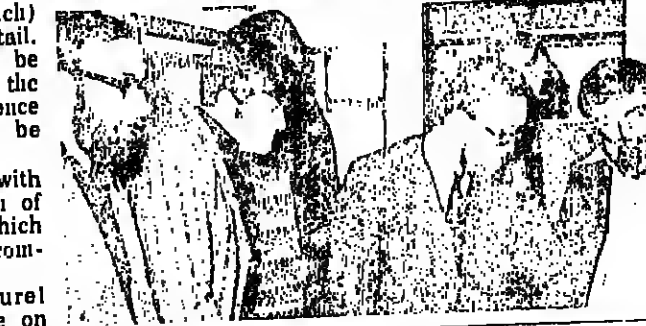
Fishing Gear Technology for Inshore Fishermen

This five-day course will be held for the first time from February 7-11, 1977, at the WFA's fisheries training centre at Hull.

Like the now well-established course for deep-sea fishermen, the inshore course will make use of the WFA flume tank.

Training will be divided into three parts, covering inshore trawls in general, demersal gear, and pelagic gear, in that order.

It is anticipated that half the time will be spent experimenting with different rigging variations in the tank. These experiments will be based on suggestions from the



Continued on page 13

Browse's 'Crusader'

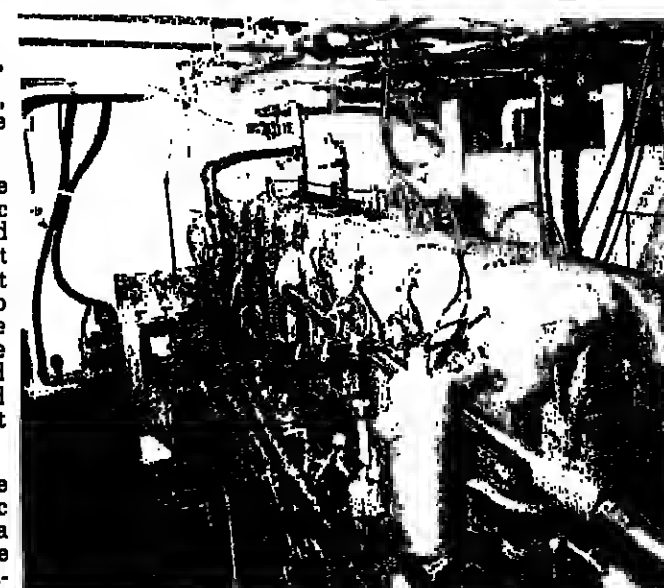
From page nine

R 104 M/F receiver, a 'Sailor' 121E M/F transmitter, 'Sailor' RT 144 VHF and a Mermald 23 watch receiver.

Steering is by means of a Wills Ridley electric hydraulic system connected to a Sharp Skipper autopilot with watch alarm. A Kent Clear-View screen is fitted to the centre window of the wheelhouse. On the wheelhouse top are mounted the Fiam horn, deck loud hailer, Francis searchlight and six-man RFD liferaft.

The engine room is protected by an automatic fire detection system — a prototype produced by Tee Aid Electronic Ltd. The complex electrical system on this vessel has been carefully installed and breaker panels in the wheelhouse give immediate control.

Crusader has a speed of nine knots and, if past experience is anything to go by, she will have a life as good as



or better than an equivalent steel vessel.

Hinks is confident that there is still a future for this type of vessel and is hopeful of gaining an order for a similar vessel for another owner shortly.

Dag Plaka.

Above: Crusader's eight-cylinder Gardner 8L38 diesel provides 230 hp. The unit is mounted on a steel sub-frame.

Below: Plenty of space in the wheelhouse. Crusader relies on a Decos 110 radar and is equipped with a Mk. 21 Navigator.



WHITE FISH AUTHORITY TRAINING COURSES

1976			1977 continued		
DECEMBER	8 to 10	Fishing gear technology for distant water fishermen	MAY	2 to 6	Fishing gear technology for distant water fishermen.
HULL			BUCKIE	9 to 13	Care and maintenance in the engine room hydraulics for fishermen.
			BUCKIE	16 to 20	Acoustic fish detection.
JANUARY	3 to 7	Fishing gear technology for distant water fishermen.	JUNE	1 to 3	Fish handling and preservation at sea.
NORTH SHIELDS	10 to 14	Care and maintenance in the engine room hydraulics for fishermen.	HULL	6 to 10	Fishing gear technology for inshore fishermen.
NORTH SHIELDS	17 to 21	Acoustic fish detection.	GRIMSBY	13 to 17	Care and maintenance in the engine room hydraulics for fishermen.
* HULL	31 to 4 (Feb)	Pelagic fishing	GRIMSBY	20 to 24	Acoustic fish detection.
			HULL	27 to 29	Marine science for fishermen.
FEBRUARY	7 to 11	Fishing gear technology for inshore fishermen.			
EYEMOUTH	14 to 18	Care and maintenance in the engine room hydraulics for fishermen.			
EYEMOUTH	21 to 25	Acoustic fish detection.			
MARCH	2 to 4	Fish handling and preservation at sea.			
HULL	7 to 11	Fishing gear technology for distant water fishermen.			
PITTENWEEN	14 to 18	Care and maintenance in the engine room hydraulics for fishermen.			
PITTENWEEN	21 to 25	Acoustic fish detection.			
APRIL					
HULL	4 to 8	Fishing gear technology for inshore fishermen.			
PETERHEAD	11 to 15	Care and maintenance in the engine room hydraulics for fishermen.			
PETERHEAD	18 to 22	Acoustic fish detection.			
HULL	27 to 29	Marine science for fishermen.			

* This course is run in conjunction with the Hull College of Higher Education Faculty of Maritime and Engineering Studies.

All courses are FREE to bona fide members of the UK fishing industry. Overseas students are also admitted on a fee paying basis or specialised courses can be arranged.

APPLICATION FORM

WFA

To: The Training Manager, White Fish Authority, Industrial Development Unit, St. Andrew's Dock, Hull, HU3 4QE
Telephone: 0482-27837
Telex: 827281

I would like to enrol for the course in.....
Date of course.....
Please send me more details about the following course:
.....
(* Delete as appropriate)
Name and address.....
Telephone No.....

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water
£50,812: Ross Ramillies, BUT (Sk. D. Scott), 1,806k, I, 22 days.
£48,937: Northern Gift, BUT (Sk. D. Pulfrey), 1,664k, I, 21 days.
£30,479: Boston Phantom, Boston (Sk. T. Smith), 1,124k, I, 22 days.
£27,971: Blackburn Rovers, Consol (Sk. E. Cotton), 1,068k, I, 22 days.
£27,522: Belgaum, Boston (Sk. C. Newton), 997k, I, 27 days.
£27,264: Ross Khartoum, BUT (Sk. G. Cunningham), 1,017k, I, 22 days.
£27,001: Huddersfield Town, Consol (Sk. F. Kirby), 982k, I, 24 days.
£19,843: Ross JWS, BUT (Sk. A. V. Meech), 709k, JWS, 24 days.
£15,892: Volesus, Boston (Sk. R. Evans), 839k, I, 17 days.

Middle water

£17,843: Ogano, Taylor (Sk. G. Drewery), 564k, F/W, 16 days.
£16,572: Ross Tiger, BUT (Sk. D. Avery), 893k, W, 14 days.
£15,888: Ross Cheeta, BUT (Sk. T. Ross), 812k, 15 days.
£14,504: Ross Lynx, BUT (Sk. D. Cooper), 898k, W, 15 days.
£14,046: Ermo, Taylor (Sk. G. Smith), 524k, F/W, 18 days.

North Sea

£7,934: Lofoten, Lindsey (Sk. H. Burgess), 231k, NS, 13 days.

Selmers

£6,108: Helen Mona, Richardson (Sk. A. Svendsen), 221k, NS, 17 days.
£4,820: Gillian, Chapman (Sk. B. Anderson), 149k, NS, 18 days.
£4,708: Edie, Sleight (Sk. L. Gravesen), 222k, NS, 14 days.
£4,247: Frembek, Richardson (Sk. E. Josefsen), 143k, NS, 18 days.
£4,088: Tonana, Sleight (Sk. A. Lunde), 135k, NS, 22 days.
£3,890: Ella Grethe, John R. (Sk. R. McQueen), 135k, NS, 18 days.

Pair teams

£11,608: Sonia Jane, (Sk. D. Bewley), 398k, and £10,673: Anna Michelle, (Sk. M. Josefsen), 326k, both John R., NS, 10 days.
£4,070: Ellen, (Sk. A. Thimmesen), 282k, and £3,850: Melissa Louise, (Sk. M. Clark), 198k, both Richardson, NS, 21 days.

HULL

£38,097: St. Giles, Hamling (Sk. D. Platten), 1,327k, WS, 25 days.
£36,047: Ross Orion, BUT (Sk. A. Walker), 1,286k, BI, 23 days.
£35,913: Ross Otranto, BUT (Sk. W. Hsath), 1,250k, WS, 23 days.
£33,903: Ross Canaveral, BUT (Sk. D. Spivey), 1,169k, BI, 23 days.
£31,073: Loch Eriboll, BUT (Sk. W. Collins), 1,103k, WS, 23 days.
£28,235: Ross Leonis, BUT (Sk. T. B. Boyce), 977k, I, 22 days.

Selmers

£4,807: Christiansborg, Boston (Sk. H. Dam), 188k, 20 days.
£3,263: Falkenberg, Boston (Sk. E. Dam), 165k, 19 days.
£2,191: Rosenberg, Boston (Sk. V. Dam), 128k, 22 days.

FLEETWOOD

Island
£37,380: Boston Blenheim, Boston (Sk. R. Rawcliffe), 1,481k, 21 days.
£28,006: Boston Explorer, Boston (Sk. W. Anderson), 924k, 21 days.
£25,626: Fyldea, Marr (Sk. J. Burns), 958k, 19 days.
£20,512: Wyre Vanguard, Wyre (Sk. B. Hargreaves), 789k, 21 days.
£17,285: Wyre Defence, Wyre (Sk. G. Wright), 858k, 21 days.

White Sea

£30,841: Ella Hewett, Hewett (Sk. J. Buckley), 1,125k, 20 days.

Near water

£8,201: London Town, Hewett (Sk. P. Williams), 281k, 14 days.
£7,128: Andrew Wilson, Hazael (Sk. F. Thompson), 239k, 14 days.
£6,088: Replenish, Ward (Sk. M. Oldman), 230k, 15 days.
£2,963: Charmor, Hewett (Sk. O. Jensen), 102k, 14 days.
£2,819: Craigmillar, Ward (Sk. J. Jackson), 99k, 14 days.
£2,569: Neils John, (Sk. C. Naal), 85k, 6 days.
£2,440: Susan Bird, Bird (Sk. D. Reader), 92k, 14 days.

ABERDEEN

£20,875: Clarkwood, Wood Group (Sk. S. Thomssen), 874k, F, 14 days.

£18,655: Ben Wyvis, Irvin, (Sk. A. Campbell), 778k, F, 17 days.
£16,761: Scottish King, North Star (Sk. G. Smith), 998k, S, 13 days.
£13,253: Janwood, Wood Group (Sk. J. Smith), 574k, F, 16 days.
£12,065: Scottish Princess, North Star (Sk. A. Cockburn), 688k, S, 13 days.
£11,747: Arctic Explorer, BUT (Sk. J. Banyard), 783k, S, 10 days.

LOWESTOFT

£12,108: St. Mark, Colne (Sk. J. Kelly), 428k, NS, 13 days.
£10,649: Chudleigh, Putford (Sk. G. Wilton), 368k, NS, 12 days.
£10,438: Wilton Queen, Talieman (Sk. J. Turrell), 362k, NS, 12 days.
£10,288: St. Nicola, Colne (Sk. J. Harper), 342k, NS, 12 days.
£10,109: Boston Sea Fury, Boston (Sk. V. Crisp), 383k, NS, 12 days.
£10,092: Boston Sea Knight, Boston (Sk. A. Lincoln), 346k, NS, 11 days.

GRANTON

£14,590: Arctic Riever, Liston (Sk. A. Wanless), 632k, F, 15 days.
£12,200: Arctic Crusader, Liston (Sk. J. Robb), 724k, NS, 13 days.
£9,866: Arctic Invader, Liston (Sk. R. Wanless), 614k, NS, 12 days.

NORTH SHIELDS

£14,468: Ben Glas, Irvin (Sk. D. Shadner), 40,607k, NS, 11 days.
£4,972: Bishop Burton, Newington (Sk. T. Fairley), 10,120k, NS, 5 days.
£4,250: Lethian Rose, Irvin (Sk. R. Clark), 10,840k, NS.
£3,774: Cherry Burton, Newington (Sk. C. Drevar), 10,280k, NS, 5 days.
£3,463: Scarlet Line, A.F. (Sk. J. Wankie), 10,188k, NS, 4 days.
£3,382: Ino McBain, A.F. (Sk. J. Fleming), 5,592k, NS, 4 days.
£3,236: Christine Nielsen, Irvin (Sk. C. Ellis), 7,115k, NS.

MILFORD HAVEN

£8,473: Roseau, Norrard (Sk. J. Manson), 188k, IS, 12 days.
£5,100: Jadestart Gypsy, Jones (Sk. J. Brodie), 130k, IS, 13 days.
£5,558: Picton Sea Eagle, Norrard (Sk. R. Foster), 170k, IS, 13 days.
£5,300: Brenda Wilson, Jones (Sk. R. Evans), 157k, IS, 13 days.

KEY: I: Island; F: Faroe Islands; W: Western Isles; S: Shetland; NS: North Sea; WS: White Sea; BI: Biscaya; IS: Irish Sea; S: Shetland; Sk: Skipper; k: kilo; o: over; t: kilo.

BILLINGSGATE

ON TUESDAY 278 tons were delivered. Average selling prices on merchant's stalls: soles, 40p/50p; alps, 50p/65p; medium, 70p/£1.80; large, £1.30/£1.45; eels, 75p/80p; foreign smoked salmon, 23p/lb; large turbot, £15.40/£16.10; medium, £8.40/£11.20; small, £4.20/£7; large brill, £7/£7.70; medium, £4.90/£8.30; small, £2.80/£4.90; English plaice, 11b/21b, £4.20/£4.50; large haddock, £12.60/£14.70; medium, £15.40/£18.90; small, £7.70/£9.10; selected lemon sole, £8.50/£7.80; large whiting, £2.50/£2.75; small, £1.55/£2.25; headless home water cod, £5.40/£5.50; fillets, shell cod, £8.80/£7.80; bulk, £6/£7; Iceland, codfish, £3.40/£3.90; haddock, £6.50/£7.90; home water, haddock, £11b/21b, £3.50/£3.80; jumbos, £4.70/£4.80; selected whiting, £2.40/£2.50; small, £1.80/£1.80; English dogfish, £2.80/£3.50; large, £3.50/£5; mackerel, £1.40/£2; fresh herring, £2.80/£3; London cured dry cod, £6.80; golden cod, £13.80; filleted kipper, £3.90; selected kippers, £4.50/£5, per stone.

HERRING REPORT

FRIDAY, NOVEMBER 12
Stormy: two drifters, three tonnes, two trawlers, 13 tonnes; homemarket, 16 tonnes at £14/£14.30. Regular to mixed agents, 320/440 per 50kg. Ullopo: 25 trawlers, 85 tonnes; homemarket, 86 tonnes at £12.80/£18.40. Mixed to very mixed agents, 330/540 per 50kg. Malaga: 15 trawlers, 110 tonnes; two pursers, 48 tonnes; homemarket, 187 tonnes at £17/£18.90. Regular to mixed agents, 270/460 per 50kg. Oban: four trawlers, 32 tonnes; homemarket, 32 tonnes at £13.30/£17.80. Regular to slightly mixed, 270/430 per 50kg. Ayr: six trawlers, nine tonnes; homemarket, nine tonnes at £15/£45.40. Hand selected, 170/300 and 390/460 per 50kg.

B.U.T. Engineers (Grimsby) Ltd

GRIMSBY'S TOP BOATS LAST WEEK:

Ross Ramillies
Northern Gift
Ross Khartoum

All Used "Faarmought" Doors

Supplied by
THE TRAWL BOARD SPECIALISTS
OUR PATENT FEARNOUGH SERIES
SUCCESSFUL THROUGHOUT THE WORLD



BUT
Member of British United Trawlers Group

Humber Bank South, Fish Docks, Grimsby
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Labels sent on request

German engines for Don's two new trawlers

DEUTZ propulsion engines have been chosen for the two 75ft. steel sloop-trawlers which Campbelltown Shipyard is to build for the Don Fishing Co., a subsidiary of the John Wood Group of Aberdeen. The Wood Group has been expanding its interests in inshore fishing during the last two or three years and, already, 40 inshore vessels are handled by the group's subsidiaries in various Scottish ports.

In accordance with the group's normal practice, it is expected that skipper will shortly be appointed to take shares in the two new boats. A spokesman for the Wood Group told Fishing News recently that Deutz engines had been chosen because of the success of three other Deutz-powered boats handled by the group. These are the 75ft. Macduff-based sloop-trawlers Hesperus, Vesper and Lorena which were built last year at the John Lawrie shipyard for skipper Michael Watt, George Watt and Alexander Watt.

They are powered by type SBF 12 M 718 U 12-cylinder, Vee-form engines and the same type will be fitted to the two Campbelltown boats. Each engine will have a continuous service rating of 460 hp. at 1,500 rpm and will drive the propeller through a Reintjes reduction gearbox.

It is expected that the two new boats will fish mostly from Aberdeen or Peterhead, but they will be able to fish elsewhere if needed.

They are to be of round bilge and cruiser stern design, with a beam of 21ft., and will be of traditional Scottish sloop-trawler layout with the deckhouse aft. Each will be fitted with two auxiliary engines, a Gardner 6LW of 127 hp. and a Lister HRV of 43 hp.

Fishing Hydraulics (Scotland) Ltd. will supply much of the hydraulic deck equipment including a Rapp block hung on a Hieb crane, seine rope storage reels, a discharge winch and an anchor windlass.

A Mk. II hydraulic combination seine and trawl winch will be supplied by the Northern Tool and Gear Co. of Arbroath. Each boat will have a fishroom capacity of 3,600 cu. ft. Delivery of the vessels is scheduled for February and September next year.

Training courses
The course will begin by reviewing principal world fishing grounds and explain the importance to them of the main oceanic currents and upwellings. This will be followed by lectures on the ecological factors, fish reaction to temperature, population dynamics, migration and basic fish physiology.

A major section of the course will deal with the reactions of fish to bottom topography and fishing gear. This will be presented using underwater films from the Marine Lab, Aberdeen. Overseas students
Specially tailored courses are being considered for overseas students and these will be developed as a joint venture with one or more of the local nautical colleges in the U.K. and involve commercial firms.

Conflict in a crowded sea

- LONDON MEETING

THE CONFLICT between fishing and fixed offshore installations is the theme of a meeting to be held in London on Thursday, January 13.

The meeting will be in the Institution of Mechanical Engineers and is being organised by the Society for Underwater Technology (SUT).

According to the SUT, the meeting is intended primarily to assist towards an understanding among users of the sea and seabed of the aims, requirements and attitudes of others.

Cables

Recognising that the term "user" in its widest sense combines a wide group of activities, the SUT defines fixed offshore installations as including "any structure or object deliberately placed by man on the seabed and left there for a period of time."

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DOES THE NATION WANT AN INSHORE INDUSTRY?

DOES THE nation still want — or indeed deserve — an inshore fishing industry? Fishermen need reinsurance at the highest level, writes the Fisheries Organisation Society in its latest newsletter.

It also asks if better notice will be taken of "the explosive anger of the fishing industry."

Confusion and conjecture on EEC inshore policies has been largely created by politicians and "paper-mongers" who do not listen to industry advice. Between the lines of high sounding statements from the EEC, we detect a "sell-out" for the British, says the FOS.

Voicing one of the major fears of its members, the FOS asks: how "exclusive" will "exclusive limits" be when the REAL intentions of our EEC partners are revealed.

The society's annual general meeting is due to be held at Fishmongers' Hall, London, on November 24.

Breakages

"The very high incidence of telegraph cable breakage by trawls highlights," says the SUT, "some of the difficulties arising from the use of the seabed for two widely different and not always compatible purposes."

Reviews of the offshore industry and of the fishing industry in UK waters will start the meeting. Other talks will include reports on the practical effects of offshore installations on fishing, pipeline safety and inspection, experimental trawling over a pipeline and fishing in

Funds found to seed oyster bed

A FISHERMEN'S co-operative in the Dundalk area of Southern Ireland is planning to put down oyster beds in Carlingford Lough. Funds have been acquired to purchase seed.

NORFOLK CRABBERS WIND-UP BIG SEASON

CRAB fishermen along the Norfolk coast have now hauled ashore their boats for the winter after what is considered by many as the best crab season for years.

Fishing started in March, but by the middle of October most of the fleet had brought their pots ashore for safety before the northerly gales arrive.

Bob Rushmer, the active secretary of the North Norfolk Fishermen's Society, said: "It's been a good year for crabs. The warm, calm summer has helped us and prices have remained good."

Fishing this summer was said to be the best for 10 years and a total catch of over 9,000 cwt. is expected. Peak catches occurred in May and June when boats working 150-200 pots were landing around 500 crabs a day. A good day's work when each crab was earning between 11 and 15 pence.

The crabs are either sold locally or sent to inland fishmongers, being despatched alive and cooked by the merchants.

The high cost of rail freight is not helping local fishermen and many are having to deliver consignments to merchants by road.

At one time, Cromer crabs found their way to Billingsgate, London, but today's rail costs prevent this and the bulk of the catch is sold in East Anglia.

The most important crab fishing centres along the Norfolk coast are Cromer and Sheringham, where about 60 per cent of the catch is landed. Smaller landings are also made at Roughton, Overstrand, Mundesley and Bacton.

Fishing is carried out from clinker-built, beach-launched boats between 15 and 20 ft. These boats are powered by petrol engines of about 10-15 hp., but some diesel have been installed. There are about 50 boats crabbing in the area, although some are owned by part-timers.

Since there are no harbours along this coast the boats have to be brought ashore each day. At Cromer the crab boats are hauled up the beach by trectors, while at Sheringham winches are used.

The crabs are caught in baited pots made by fishermen. At Cromer and Sheringham the double-entry crab pot is favoured, being somewhat smaller than the standard lobster creel used in north-east England and Scotland.

The Norfolk crab pot is constructed from wood and cane, with a rectangular wooden frame (24in. x 18in.) surrounding a cest-roa bar which forms the base of the pot.

The oylon or courlene osting is attached to the four

hoops or 'bows' which are of hazel or cane. The pot has two opposite openings or 'spouts', one at each side, joined by a single tunnel of netting, through which the crabs enter and fall through a hole into the pot.

The bait is held between the toggles in two bait bands, which are double lengths of stretched twine fitted from the roof to the base of the pot. The catch is then removed through the pot's opening top.

These are fished in strings or shanks of between 20 and 30, each boat working a total of between 120 and 240 pots. Gurnard, plaice or cod-heads from the Lowestoft fish market are used for bait. The pots are not very close inshore and little fishing is done further than two miles from the coast.

However, all is not plain sailing for the Norfolk men. Many are afraid of losing their crab pots to trawlers operating in the crabbing areas. Eric Wink, chairman of the local fishermen's association, is an active campaigner for a ban on all trawling within three miles of the coast.

"It's a got to come," he said. "We need some legislation to protect our valuable crab gear." Inshore trawlers from neighbouring Wales are blamed, but the fear of foreign trawlers, which do not know the area, also exist.

Skua-divers also invade the area during this summer weekends and there are reports of pots being tampered with and small crabs and lobsters being landed; many fishermen are now pressing the issue.

Although crab fishing is the main occupation of inshore fishermen along the Norfolk coast, lobstermen are also taken up, especially during July and August when crabs are causing their shells. This year lobster were scarce and the total catch was low.

Some fishermen think this scarcity was caused by the large number of crabs on the grounds. At present local men are herring fishing and some are going to go whalking. Most fishermen take temporary employment ashore during the winter, but will return to crabbing the following spring.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Iceland: Northern Reward, Ross Kelly, Ross Keltia, Ross Kipling, Spurs. From White Sea and Norway Coast: Boston Conanche, Crystal Palace. From Faroes and Western: Ermo, Imko, Igona, Ross Gent, Ross

Jaguar, Ross Leopard, Ross Tiger

Expected during the week: Arctic Cavalier, Arctic Vandal, Henetto, Kingston Berry, Hammond, Innes, Purita, Ross Sirius, Kingston Pearl.

PORT MARKETS

MONDAY NOVEMBER 15

GRIMSBY

A good supply of 3,237 kts from 11 vessels met a good demand. Prices: shell cod, £3/£4; codling, £2.80/£3.50; large haddock, £2.70/£2.80; medium haddock, £2.40/£2.50; small haddock, £1.80/£2.20; best small plaice, £3/£3.50; large dogfish, £3.80; medium dogfish, £3.30; saithe, £1.70/£1.95; rockfish, £1.70/£2.30; reds, £1.35/£1.70; per stone.

HULL

7,716 kts from two distant water vessels both back from White Sea and Bear Isle etc.

trips. Price ranges per 10ct. kil heads on: shelf cod, £29/£33.35; shelf haddock, £26.50/£30.90; shelf haddock, £26.50/£31.75; emell haddock, £16.50; coley, £16.40/£19.50; reds, £14.80.

FLEETWOOD

Prices: sole, £170/£180; brill, £135/£150; large turbot, £125/£135; small turbot, £80/£85; brill, £45; lemon sole, £40/£45; large plaice, £34/£37; medium plaice, £35/£37; small plaice, £30/£33.50; cod, £30/£34; codling, £28/£34; dabs, £20/£25; whiting, £9; large haddock, £22/£25; small haddock, £13/£15; dogfish, £5; saithe, £22/£25; reds, £14/£15; per 10ct. kil.

LOWESTOFT

Prices: sole, £170/£180; alps, £135/£150; large turbot, £125/£135; small turbot, £80/£85; brill, £45; lemon sole, £40/£45; large plaice, £34/£37; medium plaice, £35/£37; small plaice, £30/£33.50; cod, £30/£34; codling, £28/£34; dabs, £20/£25; whiting, £9; large haddock, £22/£25; small haddock, £13/£15; dogfish, £5; saithe, £22/£25; reds, £14/£15; per 10ct. kil.

HULL

7,716 kts from two distant water vessels both back from White Sea and Bear Isle etc.

NORTH SHIELDS

Prices: cod and sprag, £20.50/£28; medium codling, £20; selected small codling, £19.10/£19.80; small codling, £13/£18; large and second haddock, £13.50/£14; emell haddock, £9.50/£12; whiting, £4.30/£11; lemon sole, £25/£40; plaice, £10/£28.80; dogfish, £2.25/£11; per 40 kilo units.

BRIXHAM

Prices: cod, £2.80; plaice, £2.40; turbot, £11.20; whiting, small, 60p; large whiting, £1.50; lemon sole, £7.50; Dover sole, £17; brill, £4.80; rey wings, £4.30; conger

